Diesel & Gas Turbine WORLDWIDE

Parallel hybrid for rail tunnel maintenance

By Jack Burke
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Transfluid was chosen by an Italy-based company specializing in the design and construction of railway vehicles for the supply of its first Parallel-Hybrid system to operate wagons used for tunnel maintenance, where internal combustion engines are less and less accepted.

Transfluid said its diesel-electric Parallel-Hybrid system is a plug & play product, which comprehends mechanical and electrical components, including signal and power cables. The Parallel-Hybrid allows operation in pure electric mode when it is necessary and in diesel mode where it is permitted.

The diesel unit delivers a maximum power of 55 Kw at 2800 r/min, while the electric motor delivers 35 Kw at 3000 r/min. The system's battery has a capacity of 28.8 kWh and for this application, Transfluid reports an autonomy in full electric mode of approximately one hour.

According to Transfluid, with this propulsion system (for which the company can supply also full-electric versions) machinery manufacturers can source their own diesel-electric hybrid or full-electric vehicles with the advantage of a single supplier from design to commissioning as well as a single warranty for all components. The commissioning is fully carried out by Transfluid only, as well as assistance and spare parts procurement.

The Parallel-Hybrid system by Transfluid is suited for a variety of mobile applications, among which industrial vehicles, lifting machinery and marine applications.

Transfluid is a global specialist in industrial and marine transmission and components headquartered in Italy.